The Hongkong Telegraph.

No. 3371. SATURDAY, FEBRUARY 11, 1893. SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | ChowTungShang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Branches—London, Yokohama, Shanghai, Amoy and Foochow.

BANKERS:—
The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "

Hongkong, 12th December, 1892. [8

NOTICE.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

THE OFFICES of the above BANK have been transferred to No. 4, QUEEN'S ROAD CENTRAL.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th February, 1893. [198

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL CALLED-UP.....£ 251,093.15.0
RESERVE FUND .....£ 223,629.13.7

BOARD OF DIRECTORS:
Wm. Keswick, Esq.—Chairman.
Adolf von André, Esq. | F. D. Sassoon, Esq.
Egbert Iveson, Esq. | H. D. Stewart, Esq.
David McLean, Esq.

HONGKONG COMMITTEE:
The Hon. C. P. Chater. | The Hon. J. J. Bell-Irving.
H. Hoppius, Esq.

Head Office—3, Princes Street, London.
Branches—Bombay, Calcutta, Hongkong, and Shanghai.
Agencies—Penang, Singapore, and Yokohama.

RATES OF INTEREST,
ALLOWED on CURRENT ACCOUNTS and Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th February, 1803 [199

THE MERCANTILE BANK OF INDIA, LIMITED,
LATE
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

AUTHORISED CAPITAL £1,600,000
SUBSCRIBED £1,125,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " .....4 "
" 3 " .....3 "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 4th February, 1893. [192

NEW ORIENTAL BANK CORPORATION, LIMITED, (IN LIQUIDATION).

PAYMENT OF FIRST DIVIDEND.

NOTICE is hereby given that a FIRST DIVIDEND of 20 Per Cent. will be PAYABLE ON APPLICATION, at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED, IN LIQUIDATION, on and after the 16th instant, to all Creditors whose CLAIMS have been received and admitted.

Deposit Receipts, Bills of Exchange, &c., must be handed in before the Dividend can be paid.

E. W. RUTTER,
Attorney for the Liquidator.

Hongkong, 16th January, 1893. [62

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on MONDAY, the 27th day of February current, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1892.

By Order of the Court of Directors,
F. DE BOVIS,
Chief Manager.

Hongkong, 3rd February, 1893. [182

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the CORPORATION will be CLOSED from the 13th to the 27th February current, (both days inclusive), during which period no TRANSFER OF SHARES can be registered.

By Order of the Court of Directors.
F. DE BOVIS,
Chief Manager.

Hongkong, 3rd February, 1893. [183

Notices of Firms.

A. E. SKEELS & Co.,

Telegraphic Address "SOBRINOS," Hongkong. (A.B.C. Code 4th Edition.)

AUCTIONEERS, VALUERS & COMMISSION MERCHANTS.
No. 17, PRAYA CENTRAL,
Under Messrs. Douglas Lapraik & Co.'s Offices.

Hongkong, 31st January, 1893. [170

Insurances.

THE FUNDS
OF THE
STANDARD LIFE OFFICE.
ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Seven Millions Sterling, and have increased 50 per cent in the last 15 years.

DODWELL, CARLILL & Co.,
679—1] Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents.

Hongkong, 1st November, 189. [389

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TEO SHUN, Esq. |

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. 869

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHOW KAM WENG,
Acting Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 21st January, 1893. [173

MAN ON INSURANCE COMPANY, LIMITED.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. CHOW KAM WENG will act as SECRETARY for the Company until further notice.

By Order of the Board.

WOO LIN YUEN,
Secretary.

Hongkong, 21st January, 1893. [128

Intimations.

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—
FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.

Hongkong, 5th September, 1892. [890

KING WO CHEONG.

COAL MERCHANTS, SHIPS' COMPRADORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL, ex GODOWN and ex SHIP.

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c.,
Apply to
KING WO CHEONG,
No. 32, Praya Central.

Hongkong, 3rd February, 1893. [187

SAI-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines.

WE, the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.

HOP-WO-LOONG,
Agents for the Hondo Coal Mines,
Nos. 36 & 37, Praya Central.

Hongkong, 26th August, 1892. [855

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersigned.

CHEE ON & Co.,
Sole Agents,
Nos. 21 & 22, Lee Yuen Street, East.

Hongkong, 26th September, 1892. [933

Intimations.

W. POWELL & CO.

:o:

LARGE SHIPMENTS OF NEW GOODS.

SPECIAL SHOW ON TUESDAY NEXT, FEBRUARY 14TH.

NEW DRESS GOODS!
NEW DRESS GOODS.
W. POWELL & CO.

Hongkong, 11th February, 1893 6

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,
PROPRIETOR.

666]

HONGKONG RACES 1893!



RACING SADDLES
3 LBS. 4 LBS.

BRIDLES, RACING REINS, WEIGHT-CLOTHS, STIRRUP WEBS.
JOCKEY WHIPS,
RACING SPURS, SADDLE-CLOTHS, CLOTHING AND SADDLERS SUNDRIES of all kinds.

LANE, CRAWFORD & Co.

Hongkong, 10th February, 1893 [1071

KELLY & WALSH, LD.

:o:

IMPORTERS OF TOBACCOS.

Pioneer Brand.	Traveller Brand.	Wills' Gold Flake Honey Dew.
Ogden's Fruit and Honey.	Wills' Three Castles.	Ogden's Silver Veil.
Capstan Navy Cut.	Ogden's Bird's Eye.	Ogden's Navy Cut.
Dollar Brand.	Happy Thought.	Star Mixture.
Golden Eagle.		

IMPORTERS OF CIGARETTES.

Sweet Caporal.	Ogden's Bird's Eye.	Three Castles.
Ogden's Yellow Plush.	Otto de Rose.	Wills' Firefly.

WE are the largest Importers and keep the most varied Stock of Tobaccos and Cigarettes in the Colony.

Everything guaranteed absolutely fresh. If found otherwise we will exchange.

KELLY & WALSH, LIMITED
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 1st February, 1893. [7

MOUTRIE, ROBINSON & Co.
(UNDER HONGKONG HOTEL) HONGKONG.

PIANOS ON HIRE.
FROM $8.00 PER MONTH INCLUDING TUNING.

PIANOS TUNED—Single Tuning...$5.
do. do. Every alternate month...$25 per annum.
do. do. do. month .....$48 do.

INCLUDING ALL MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD CONDITION. [581

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East—affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER
Manager.

Hongkong, 12th February, 1892. [198

Intimations.

CUSTOMS NOTIFICATION, No. 50.

THE EXAMINATION HULK and STATIONS of the KOWLOON CUSTOM HOUSE will be CLOSED from the 16th to the 23rd of February, inclusive, in observance of the CHINESE NEW YEAR'S FESTIVAL.

J. McLEAVY BROWN,
Commissioner of Customs for Kowloon & District.

Custom House,
Kowloon, 9th February, 1893. [218

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 2, Queen's Road Central, Victoria, on WEDNESDAY, the 22nd February, at Twelve o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1892.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 22nd inst., both days inclusive.

By Order,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st February, 1893. [174

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, No. 14, Praya Central, on TUESDAY, the 28th February, 1893, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to 31st December, 1892.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th inst., both days inclusive.

By Order of the Board of Directors.
D. GILLIES,
Secretary.

Hongkong, 9th February, 1893. [217

FOR THE RACES.

GENT'S OUTFITTING DEPARTMENT.

JUST RECEIVED,
PEARL AND FAWN SHELL HATS,
FELT HATS
(NEWEST SHAPES),
NEW SCARVES AND COLLARS,
BOOTS AND SHOES.

HONGKONG TRADING Co.,
1 TO 7, D'AGUILAR STREET.

Hongkong, 9th February, 1893. [215

KÉBAO,
SOCIÉTÉ ANONYME FRANÇAISE.
CAPITAL 4,000,000 FRANCS.

LA SOCIÉTÉ KÉBAO (TONKIN), dont l'extraction prend tous les jours de l'importance et qui est seule FOURNISSEUR DE LA MARINE FRANÇAISE AU TONKIN, dont le Charbon est brûlé d'une façon régulière à bord des Steamers des MESSAGERIES MARITIMES, et en particulier à bord du *Haiphong*, voulant introduire ses Charbons sur la place de Hongkong a confié le soin de son Agence à la maison

SHEWAN & Cie.,
Praya Central, Hongkong.

à partir der 1er. Novembre, 1892.
Le Directeur Général de Kébao.
HENRY PORTAL.

Kébao, le 30 Decembre, 1892. [42

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 11th February, 1893. [220

NIPPON YUSEN KAISHA.

FOR KOBE,
(Calling at AMOY.)

THE Company's Steamship

"HIGO MARU,"

Captain Jas. Jones, will be despatched for the above Ports on TUESDAY, the 14th instant, at 4 P.M.

For Freight or Passage, apply to
GEO. R. STEVENS,
Agent.

Hongkong, 9th February, 1893. [211

"MOGUL" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"TARTAR,"

Bailey, Commander, will be despatched for the above Port on or about the 14th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd February, 1893. [990

SAILING VESSELS.

FOR SAN FRANCISCO.

THE A. I. American Bark

"JOHN BAIZLEY,"

Shepherd, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 11th January, 1893. [90

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 10th February, 1893. [1

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA AND YOKOHAMA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 9th February, 1893. [4

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "CARDIGANSHIRE,"
FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 9th February, 1893. [179

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "MOGUL,"
FROM LONDON, MIDDLESBRO' AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 8th February, 1893. [176

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Tayler, will be despatched for the above Port on MONDAY, the 13th instant, at 5 P.M., instead of as previously notified.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, 10th February, 1893. [216

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS if sufficient Inducement offers, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Ellis, will be despatched for the above Ports on WEDNESDAY, the 15th instant, at 11 A.M.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 7th February, 1893. [206

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE,"

Captain Cuming, will be despatched as above on or about MONDAY, the 27th instant, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 10th February, 1893. [93

For Sale.

IMPORTANT INTIMATION.

NOW READY.

(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDO-CHINA, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1893.

PRICE THREE DOLLARS.

THE HONGKONG DIRECTORY has again been enlarged and will be found THE CHEAPEST, MOST COMPLETE, AND MOST RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladiwostock, Formosa, the Treaty Ports of China and Japan, Cochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Head-quarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1893 contains a carefully revised

INDEX TO THE ORDINANCES OF HONGKONG;

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG.

The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements,

AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *vade mecum* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1893 is Printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH"

PEDDER'S HILL, HONGKONG,

Hongkong, 30th January, 1893.

Intimations.

VICTORIA DISPENSARY.

FLUID EXTRACT OF MALT.

THE use of that extremely valuable Food and Remedy EXTRACT OF MALT has been retarded by its usually viscid condition; to obviate this objection we have had prepared a FLUID EXTRACT OF MALT as easily poured out of the bottle and measured into doses as any other Fluid.

It contains as much of the DIASTASE as any viscid EXTRACT OF MALT and is therefore fully as active in tissue forming and digestive power.

Two tablespoonfuls of our FLUID EXTRACT OF MALT contain more nutritive and digestive value than a pint of the strongest Ale or Stout.

In 1lb. bottles 75 cents. Per dozen $8.00.

Hongkong, 12th January, 1893. [38

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quality of Wine or Spirit wanted, and initial letter for quality desired.

		Per doz. Case.	Per Bot.
PORTS.	*(For Invalids and general Use).*		
A	Alto Douro, good quality, Green Capsule	$10	$1.00
B	Vintage, superior quality, Red Capsule	12	1.10
C	Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D	Very Fine Old Vintage, extra superior, Violet Capsule *(Old Bottled)*	18	1.50
SHERRIES.			
A	Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B	Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C	Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
CC	Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.00
D	Very Superior Old Pale Dry, choice old wine, White Seal Capsule	12	1.10
E	Extra Superior Old Pale Dry very finest quality, Black Seal Capsule *(Old Bottled)*	14	1.25
		Per Case, 1 doz. Quarts.	Per Case, 2 doz. Pints.
CLARETS.			
A	Superior Breakfast Claret, Red Capsule	$4	$4.50
B	St. Estephe, Red Capsule	4.50	5.00
C	St. Julien, Red Capsule	7	7.50
D	La Rose, Red Capsule	11	12.00
	Sainte Foy	5	5.50
	Cussac	8	8.50
	Château d'Anglade	12	12.50
	Château Haut Brion Larrivet	17	18.00
	Château Mouton d'Armailhacq	19	20.00
HOCKS.			
	Nierstein	12	—
	Hockheimer	20	—
	Rudesheimer	24	—
BURGUNDIES			
	Chablis, white wine	12	—
	Meursault, superior white wine	16	—
	Volnay, very superior red wine	19	20.00

MADEIRA AND CHAMPAGNES.

FULL PARTICULARS OF VARIOUS BRANDS ON APPLICATION.

		Per doz. Case.	Per Bot.
BRANDY.			
A	Hennessy's Old Pale, Red Capsule	$13	$1.20
B	Superior Very Old Cognac, Red Capsule	15	1.40
C	Very Old Liqueur Cognac	20	1.75
D	Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	30	2.50
WHISKY.			
SCOTCH.			
A	Thorne's Blend, White Capsule	8	0.75
B	Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark	8	0.75
C	Watson's Abelour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D	Watson's H.K.D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E	Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
	Daniel Crawford's Finest Very Old Scotch Whisky	10	1.00
IRISH.			
A	John Jameson's Old, Green Capsule	8	0.75
B	John Jameson's Fine Old, Green Capsule	10	1.00
C	John Jameson's Very Fine Old, Green Capsule	12	1.10
AMERICAN.			
	Genuine Bourbon Whisky, Fine Old, Red Capsule, with our Name & Trade Mark	10	1.00
GIN.			
A	Fine Old Tom, White Capsule	4.50	0.40
B	Fine Unsweetened, White Capsule	4.50	0.40
C	Fine A. V. H. Geneva	5.25	0.50
RUM.			
	Finest Old Jamaica, Violet Capsule	12	1.00
	Finest Old Jamaica, Violet Capsule	$5.50 per Gallon.	
	Good Leeward Island	$1.50 per Gallon.	

LIQUEURS.

Benedictine, Maraschino, Curaçoa, Heering's Cherry Cordial, Chartreuse, Dr. Siegert's Angostura Bitters, &c.

PRICES ON APPLICATION.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

Hongkong, 19th January, 1893. [5

The Hongkong Telegraph.

HONGKONG, SATURDAY, FEBRUARY 11, 1893.

OFFICIAL EFFICIENCY.

SIR WILLIAM ROBINSON, in his opening address to the Legislative Council last session, expressed the opinion that the Civil Service of the Colony was to a certain extent over-manned and over-paid. Later, the Hon. G. T. M. O'BRIEN, with his superior knowledge, said that it was impossible to reduce either the number or pay of the Government servants without seriously impairing their efficiency. Thus rebuked, the Governor again spoke, to the effect that what he meant to say at first was that cheaply-paid Portuguese and Chinese might be substituted for Europeans in only the subordinate positions of the Service, without interfering with the special brand of $500-a-month mediocrities for which the Hongkong Government is so justly celebrated. Presumably his idea was that it was simple robbery to devote even a dollar of ratepayers' money to the support of such incapables, and that one may as well be hanged for a sheep as a lamb; therefore the huge sums should not be touched, but only the lower orders of clerks, coolies, and punkah-wallahs. Whether that was his belief or not, the fact remains that during the last six months the Official Members of the Council, and particularly the Colonial Humorist and Stump Orator, have been on every possible occasion defending their exorbitant salaries by parading their many virtues, by prating of their efficiency, and uttering terrible threats to the effect that if lower salaries are paid, these high-toned paragons of excellence will leave us, and we will have to put up with an inferior class of servants—inferior to Mr. N. G. MITCHELL-INNES for instance! "Paint the lily and adorn the rose!" That is their contention; here it is in their own words:—

Sir W. ROBINSON, November 16th, 1892:—

The Civil Service is to a certain extent over-officered, and the salaries of the Clerical Service are capable of reduction as vacancies occur. As there exists in our midst an industrious and generally honest Portuguese community, and as many respectable Chinese are qualifying for public employment, there will be no necessity except in rare cases to recruit the Clerical service, as distinct from the Civil Service proper, by the appointment into it of Englishmen hereafter. I propose therefore a reorganisation of the clerical establishment, into six classes, with salaries ranging from $360 per annum to $2,400 per annum. . . . . For Portuguese and Chinese clerks these salaries will be found sufficient. . . . This reorganisation will effect a saving of between $25 000 and $30,000 a year. . . . The Portuguese officers now employed are trustworthy and industrious servants, and several of them have satisfactorily and faithfully fulfilled their duties for a quarter of a century and upwards.

[As a matter of fact there are not half a dozen Europeans in the clerical service, so that it is difficult to see where this $25 000 comes in.]

Mr. G. T. M. O'BRIEN, Nov. 30th 1892:—

I have no intention of begging of this Council *in forma pauperis*, or of asking, on behalf of myself or my brother Civil Servants, whether they are over paid, sufficiently paid, or under paid. I have no objection to state, however, that as a general rule if you require useful and zealous servants you must be prepared to pay a fair price for them; and cheap servants often prove in the long run to be dear.

These, then, are the reasons why the 30 per cent. increase, totalling some $50,000 per annum, is being continued in the face of the strongest protest of the people's representatives; why it is deemed necessary to put the screw on elsewhere—saving a dollar or two on policemen's uniforms and Sikhs' boots; beating down the paltry pittances doled out to widows and orphans and superannuated servants; cutting coolie allowance; quibbling over a few odd cents a month in every possible way—all in order to leave the high officials' salaries unimpaired and to secure efficient service. Now, where is the efficient service? Here is the Hon. N. G. MITCHELL-INNES, the same man who drew up the famous detailed estimate of what an official ought to have, the same man who impertinently tells the unofficials that they are not wanted and that the officials are quite competent to take care of the Colony unaided, the same man whose opinions on finance are vaunted superior to those of the Colony's best business men, the same man who was so brilliantly efficient that ALVES was able to rob one of his departments of thousands of dollars without his knowing anything of it, the same man who never knows anything, whose transcendent genius at forgetting everything is only equalled by the colossal amount of things he never knew—this man, almost the highest paid servant in the whole Colony, is certainly one who might well be supplanted by a Portuguese, or even a Chinese coolie, who could not be any less efficient, and would certainly be more modest.

TELEGRAMS.

RESULT OF THE PANAMA TRIALS.

LONDON, February 10th.

MM. Ferdinand and Charles de Lesseps have been sentenced to five years' imprisonment and a fine of three thousand francs each, MM. Fontane and Cottu to two years' imprisonment and a fine of three thousand francs each and M. Eiffel to two years' imprisonment and a fine of twenty thousand francs.

Much resentment is expressed regarding the acquittal of M. Rouvier. M. Cavaignac, son of General Cavaignac, in a telling speech, declared that the charges of corruption had not been cleared up and brought forward a motion to the effect that further action was required, pledging the Chamber to sustain the Government therein. This was carried with enthusiasm by 445 votes to 3[illegible].

The placarding of this speech throughout France has been ordered. Although M. Ribot declined to regard the motion as a censure on the Government, it is generally looked upon as a fatal blow.

The success of M. Cavaignac renders him a likely successor to President Carnot.

ALVES.

Private information has reached us to the effect that Alves has taken refuge on the gunboat *Diu* in Macao. We only give the rumour for what it is worth—it may wake the police up a little.

LOCAL AND GENERAL.

FREEAR'S "Black Diamond" minstrels to-night.

THE Italian gunboat *Curtatone* will probably leave Hongkong next week for Manila and Singapore.

THE Dutch steamer *Ganymede* arrived at Singapore on the 3rd instant with 5,000 cases and 4,000 tins of petroleum from Langkat.

Rev. Stiggins—Were you on the verge of death, what would be your last request?

Old Soak—A good, square drink!

MR. L. R. Yangco, of Manila, has ordered in England two more steamers of most modern design for the Manila-Laguna trade.

IT is reported that the German steamer *Pemptos* has been caught by the frost in Vladivostock harbor, and will have to lie up among the ice for the winter.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of Japan* left Vancouver on the 9th inst. for this port, *via* Yokohama, Kobe and Shanghai.

Biggs—The ink was so bad in the *Daily Post* this morning that I couldn't read the rag.

Wiggs—I can't read it at any time—on account of the bad ink-slinging.

THE aluminium works in Switzerland, the largest in the world, use a water-motor of 1,500-horse-power, and turn out about 1,200 pounds of the metal daily.

YESTERDAY a coolie was fined $5 by the magistrate for "wasting water." He thought it was only Special Jurymen who regarded ablutions in that light.

AT Allahabad, Lord Hawke's cricket team has beaten Upper India by ten wickets in two days. The scores were:—Upper India, 140 and 92; Lord Hawke's team 225 and 10.

WE beg to acknowledge receipt of the List of Chinese Light-houses, light-vessels, buoys and beacons for 1893, published by order of the Inspector-General of Customs.

THE carcase of a large whale was beached at Hamada-machi, Iwami Province, Japan, on the 27th ult. The body was 30 feet long and was sold at auction by the fishermen for 100 yen.

A GEM of first water (on the brain) from the *China Mail* passenger lists:—Per *Cardiganshire*, from London: for Hongkong, Professor Kato of Tokio *Mr. Therlorlogical Lecturer*.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels hoisting code pennant C, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

THE *Comercio* says that the project of establishing a line of steamers between Barcelona and Manila has unfortunately collapsed, the gentlemen sent to England to purchase the ships having returned, without completing the negotiations.

THE meeting at Dr. Cantlie's rooms last night was promising in the extreme. It was decided to adopt the name of "Odd Volumes" instead of "Scientific" or "Literary" Society; and to leave the widest possible scope in choice of subjects. It is intended to open the ball with a *conversazione* on informal lines, at an early date, when the future development of the new organisation may be more fully discussed.

WE learn from Australian exchanges that our old friend "Tommy" Hudson, of burnt cork renown, has succeeded in getting together a first class array of talent and is doing immense business in all the big towns of the Antipodes. Hudson intended visiting Hongkong in the near future but adverse reports from his agents here caused him to trim his sails for other shores. His "show" will probably open in Calcutta in October next.

JOHN PORTEOUS, who died in Cincinnati the other week, was born in Scotland in 1800. In early manhood he was associated in business with George Stephenson and together they constructed the *Rocket*, the first locomotive that was ever built and which was run between Manchester and Liverpool. Mr. Porteous, being an expert worker in brass, designed and constructed the entire brass equipment of the engine. It was on this locomotive that Stephenson was afterwards killed.

A FIRE broke out shortly before one o'clock this morning in a large Chinese clothing store, No. 68, Jervois Street. The occupants state that they were hard at work cleaning up for the China New Year when suddenly a lamp took it into its head to fall absolutely without provocation, and set the place on fire. The shop (three storeys) was burned out, and fell in half an hour later, while the next house in Jervois Street and the adjoining premises on Queen's-Road were also gutted. Insurance about $20,000, with the Norddeutscher (Sander & Co.) and Pacific Mutual (Shewan & Co.)

THE following officers and men of the garrison left by the P. & O. steamer *Aden* for England to-day, with the off-chance of a stay in Egypt *en route*:—

Royal Engineers:—Lieut Robinson, 34 men, 3 women, 6 children.

Royal Artillery:—11 men, 2 women, 5 children.

Shropshire Regiment:—23 men, 3 women, 5 children.

Medical Staff:—Surg. Capt. B. E. Hunter.

Medical Staff Corps:—9 men, 2 women, 2 children.

THE foreign population of Tokyo on the 31st December last amounted to 800; 538 males and 262 females. *Of this number 332 lived in the* foreign settlement, Tsukiji, and consisted of 4 Belgians, 142 Chinese, 12 French, 10 Germans, 52 British, 4 Swiss, 106 Americans and 2 unregistered foreigners. Outside the settlement were 3 Austrians, 29 Chinese, 3 Coreans, 53 French, 85 Germans, 132 British, 3 Hawaiians, 12 Dutch, 10 Italians, 3 Mexicans, 4 Portuguese, 7 Russians, 4 Swiss, 1 Dane, and 119 Americans. There were thus 332 foreigners residing inside the settlement and 468 outside.

A TRAVELLER once compared London and Paris as follows: Paris is straight, London is crooked.

The Parisian cabman sits in front, the London cabman sits behind.

The Parisian cabman takes the right, the London cabman the left.

Paris is compact, London is scattered.

In Paris the windows open like doors, in London they fall like guillotines.

In Paris the venetian blinds are outside, in London they are inside.

In Paris the soldier has a blue jacket and red trousers, in London he has a red jacket and blue trousers.

Paris is gay, London is grave.

Paris walks, London runs.

Paris eats, London devours.

MR. Arratoon Seth is booked to return to Hongkong by the next French mail steamer, the *Natal*.

Johnny—Dad, how do *Snails* breed?

Father—There's no breeding about *Snails* my boy; they spawn.

ACCORDING to the *Diario de Manila*, Chiarini, the veteran circus and menagerie man, is now in Java, on the way to China, Japan, and Manila.

THE Compañia General de Tabacos Filipinas has declared for 1891 a dividend of 7 per cent. and a bonus of 1 per cent. to contributors of business, carrying forward $5,625.

THE new Holt's liner *Tantalus* arrived in Singapore on the 4th inst. on her maiden voyage from Liverpool to China. She is a vessel of 2,299 tons and is commanded by Capt. Jones.

THE correspondent who writes complaining about "eight dollars to the pound" and a local company must send his name and address, or have his fearful contribution fed to the goat.

THE French mail steamer *Caledonien* has been lying outside Green Island, on account of having among her cargo for the north some 200 tons of gunpowder, which could not be allowed to come into the harbour.

BEFORE Mr. Wodehouse at the Magistracy to-day two deserters from the steamship *Humber* and four from the American man-of-war *Lancaster* were ordered to be taken back on board their vessels by the police.

MESSRS SMITH, BELL & Co. of Manila have entered a demurrer, or whatever it is in a Spanish Court, against the decision of the Finance Bureau of October 20th last fining them $1,200 for having 12 bales less than stated in the manifest of their steamer *Amicitia*.

THE Singapore and Straits Directory, for 1893, published at the S. & S. Printing Office, Singapore, is quite a bulky volume, forming the most complete and compact handbook to that part of the Far East for which it is specially intended. The Hongkong agents are Messrs. Kelly and Walsh.

YESTERDAY two coolies were sentenced by Mr. Hastings, acting magistrate, to $2 fine or 10 days imprisonment for hawking fresh fish and fresh pork without a licence. They had been afraid that, at the usual rate of progress in government offices, by the time the licences could have been issued the goods would have gone bad—too bad even for Chinese.

OUR French and Spanish contemporaries in neighbouring colonies always spread themselves much more gushingly than English papers over notices of births and deaths. Sometimes they get different sorts of notices mixed thus:—

"Our highly esteemed friend Sinccerino has received the sad news of the death of his mother-in-law at Nice last month.

"We beg to extend our most cordial congratulations and assure our old friend that we envy him his good fortune."

THE Happy Fatherland is sending a fair proportion of its sons to Siam for the purpose of shaking the pagoda-tree. Several additions have been made to the technical staff of the Royal Railway Department, Mr. Bethge having recently engaged, in Germany, Mr. O Kaeppler, C.E., (Royal Prussian Regierungs-Baumeister). Messrs. E. Bock and A. Werner, engaged as Surveyors, have already arrived at Bangkok, and another Royal Prussian Regierungs-Baumeister, Mr. H. Gerts, is on his way out.

LAST week several letters containing money were sent at different times by a Chinese firm from Hongkong to Canton, and the coolie entrusted with them stole the contents. The senders discovered the theft while the man was away, and at once wired to Canton, where the thief was quickly found. He agreed to come to Hongkong for trial rather than brave the horrors of a Chinese gaol. On arrival here he was taken to the police, who from his statements were enabled to catch his accomplice. Out of about $100 stolen, $64 were recovered, and this afternoon at the Magistracy they were charged by Inspector Kemp with theft. Mr. Wodehouse sent both men to gaol for six months.

THE Penang "sports" propose for their next race meeting in August, to import twenty-five 13.2 Arab ponies from Bombay, the same to be subscribed for by members of both the Penang and Perak Turf Clubs, at $150 each landed and inclusive of entrance fees for the races. It is intended that they should run as griffins in Penang and also at a subsequent meeting in Perak. The idea is a good one, and it is to be hoped that it will receive sufficient support to enable its being carried out. An arrangement is further to be made by which such of the animals as should fail to pass the standard might be returned. If sport were not so utterly dead in Hongkong, it might be worth while to try the introduction of Arabian, or Australian ponies as was suggested by us some time ago; but there seems to be little prospect of any such idea being tried at least for a long time to come.

TO-DAY'S SHIPPING RETURNS.

Inward.

Saint Asaph	steamer	from	Singapore.
Benalder	"	"	Saigon.
Chelydra	"	"	Singapore.
Fokien	"	"	Swatow.
Soochow	"	"	Swatow.
Memnon	"	"	Borneo.
Bandantera	(schooner)		New York

Aggregating 8,127 tons, register.

Outward.

Formosa	steamer,	for	Swatow.
Africa	"	"	Shanghai.
Lennox	"	"	Saigon.
Glengyle	"	"	Singapore.
Humber	"	"	Shimonoseki.
Peiyang	"	"	Shanghai.
Fushun	"	"	Shanghai.

Aggregating 9,418 tons register.

IN the number recently issued of the *Journal of the China Branch of the Royal Asiatic Society*, there is a note by Mr. Z. Volpicelli, which tends to confirm the Chinese contention that most of the mechanical inventions of the West were originally discovered by the Chinese and abandoned. The note is headed "Ancient Use of Wheels for the Propulsion of Vessels by the Chinese," and runs:—In an abridgement of Chinese History there is a curious passage which shows that wheels for propelling vessels were used in ancient times in China. As I am not aware that the matter has been noticed before, I append the passage with a translation. In the reign of Kaotsung (1127-1163 A. D.) of the Southern Sung dynasty there was a rebellion near the T'ai-hu lake, headed by a certain Yang Yao. The emperor sent against him troops commanded by Yao Fei, and the historian in describing the final battle gives the following particulars:—"The vessels of Yao striking the water with wheels, went along as if they were flying; they carried poles on the sides to strike and break up any vessels they ran against. Fei scattered rotten wood and straw on the water to obstruct the wheels, and so prevented them moving. He won a complete victory, and Yao, finding his dexterity of no avail, jumped into the water and died." Perhaps the poles at the sides were an anticipation of Harvey's spar torpedoes.

Miss Boston—We never say "sit down" at home.

Miss Chicago—Nor we. We say.—"Squat on your Westphalias!"

(Boston collapses.)

A MEETING of the Hongkong Athletic Club is to be held on Monday next at the V. R. C. gymnasium for the purpose of considering what is to be done in reference to the annual athletic sports; but no time is announced for the meeting.

THE Emperor of Morocco wants to visit the World's Fair with his 6,000 wives, but the *St. Louis Post Dispatch* says that somebody has alarmed him about Chicago divorce facilities, and if he does go he will leave the partners of his joys at home.

MR. WINDOM, late United States Secretary of State, relates that when he was a young man he was induced to be one of the speakers at a political meeting in Ohio. He began: "Mr. Chairman, ladies and gentleman," he hesitated, said it again, repeated it a third time, and then made a rush for the back door and escaped.

THE *Mandalay Herald* writes:—"A Railway man states that so intense was the cold on the night of Thursday last that the rails contracted to such a degree that it was found necessary to lay down at least three miles of extra rail, in order to bring in the 'mixed' train to Mandalay. Of course we cannot vouch for the truth of this remarkable assertion, and we give the story for what it is worth."

AT the Magistracy to-day two contractors named Yung Fat and Lam Hi Ying, of the Wing Kee hong, were fined $5 each for having erected in Upper Station Street certain house walls of inferior material contrary to the specifications sanctioned by the Director of Public Works, and also with having neglected to pull down the defective walls when ordered on the 26th ult. Mr. Tooker stated that the walls were liable to fall at any moment, and had now been taken down.

IN the course of the voyage of one of the popular E. and A. Co.'s boats, which recently arrived in port, a lady passenger had a gold watch stolen. The matter was duly reported to the captain who with characteristic promptitude had the crew "reined" up before him. His address was brief and to the point and the time given for the return of the missing "ticker" was extended to 6 o'clock on the following morning. Awakening some time before the hour mentioned the eyes of the fair owner were gratified by the sight of the supposed gone-for-ever jewel. It had been quietly returned during the night. Were the prompt and energetic action of this gallant old Viking more generally followed by "skippers," thieving on the high seas would receive a well merited check.

WE have received a communication, apparently from our very dear friend Herr Friedenthal, pianist and satirical humourist, writing from Tanjong Balei, Sumatra, January 31st, commenting on a reference to his peregrinations, as follows:—

(Hongkong Telegraph, January 6th.)

"Herr Friedenthal, the pianist, was performing with marked success in Bangkok, according to latest accounts from the Siamese capital. This eminent *virtuoso* is so fond of the Scottish bagpipes that he will probably once more 'face the music' of old Ossian in Hongkong."

No danger, Sir, he will never face it again, but he was here the other day on a hunting trip on elephants and met us at the well known spot where the foxes bid each others good night. He spoke much of Hongkong and told us that there is so much money as in Macao and so much intelligence as in Bœotia. As we are managers of an orchestra of musical monkeys, all playing wonderfully Scotch Backpipes, he advices *us* strongly to go your beautiful monkey island; *we* would surely draw big houses. Do you think you could get in Hongkong a subscription together to make our coming worth the while and without ruining any more big commercial houses? In expectation of your kind reply, we are, dear Sir, yours obedient,

O. RANG,
U. TANG,
Managers.

Address:—O'Rang's Concert Hall,
Back-Pipe-Town (Scotch Division)
Sumatra.

THE Shantung correspondent of the *North China Daily News*, writing from Weihien on the 18th ulto., says:—We are experiencing the most severe winter that has visited this region for many years. For the past two weeks the temperature has ranged day and night from zero to 20 deg. (Fahr.), with a high wind from the north. While such weather does not astonish the "Yankee," especially if he hail from Minnesota, where a special make of thermometer must be used to record the low temperature, it is more than an astonishment to the natives. To them it means danger to life and limb. Only three days ago several benumbed travellers sought refuge in an inn in this city, and were so nearly dead from cold that the proprietor conveyed them out to the street, preferring that they should die *there*, where the Poor Commissioner would be responsible for the interment, than that they should be a burden to him by dying on the premises! In my last contribution I cited an instance of Chinese justice (?). Here is an example of philanthropy that would have horrified the "Good Samaritan." Of course the poor fellows died, but I am glad to say that not every Chinaman said "Amen." Several expressed their disapproval of the innkeeper's hardness of heart. The swift-flowing river at Weihien has not frozen over for several years, but now heavy carts are crossing on the ice. The natives say the stream is "frozen to the bottom!" A pardonable exaggeration, as I have heard the same remark in a land where Science flourisheth. Even the foreigner feels the stress of the weather this season, as he tries to heat his house with an inferior quality of coal at half a cent per pound avoirdupois. No news this week. Like Baron Munchausen's, our "Music is frozen."

THE ALLEGED PEARL ROBBERY.

At the Magistracy to-day, before Mr. H. E. Wodehouse, Luigi Dalaglio was brought up on remand charged with stealing a consignment of pearls delivered to him by the Hongkong Post Office for Dr. Leon Prato in February, 1892.

Mrs. Smith, wife of the proprietor of the Oriental Hotel in Singapore, stated that she recognised the prisoner as the man who came to a house where she was staying in February last year. The prisoner remained five days, and gave the name of Luigi Delaglio, and said he was a cook. One evening he showed to witness and others four parcels of pearls, tied up in handkerchiefs, each containing 20 or 25. He did not say how he had obtained them.

In cross-examination witness denied that prisoner had wished to leave her house on account of its unsuitability. She did not keep a brothel.

Prisoner said he never showed her any pearls, nor had he ever seen any in his life.

John Green said that on January 23rd in company with Inspector Patterson, of the Singapore police he received the pearls (now in Court) from Mrs. Listerman, proprietress of the Empress of India hotel in Singapore, she said she had received them from the prisoner. Witness showed

the pearls to prisoner. Prisoner had said that he left Hongkong in a German mail steamer on February 17th, 1891, and went to Calcutta, and thence to Colombo, where he got employment on the British flagship *Boadicea* and went to Mauritius. Witness had told prisoner that the robbery was committed on the 16th. Prisoner said that in the Mauritius court he had been charged with robbery from a bank in Hongkong, not from the Post Office.

Dr. Leon Prato stated that he recognised the pearls as part of about 300 which he bought in Singapore over a year ago and sent to his father in Naples for sale. The value of what he sent was 6085 francs. His father wrote about a month later (letter produced). Witness wrote telling him to send the unsold pearls to Hongkong, where witness expected to get them. Witness afterwards came to Hongkong, and wrote to the Haiphong postmaster to send the pearls here.

After some further evidence the prisoner was remanded until the 17th.

TRAINING NOTES.

There was a big crowd at the race-course this morning, and amongst others was a late arrival from Australia, Mr. W P. Maclean, probably the best amateur jockey the Far East has yet known—and I am not forgetting Kelly Maitland, Joe Walker, Bidwell, Harry Hutchings, Mard. Nichols, Peter Pond, 'Pip' Reynell, and other celebrities of days that are fast fading into the dim and uncertain past. In my opinion—for which I claim no infallibility—Mr. Maclean is about 7 lb. better than any man I have ever seen riding a China pony, and I *have* seen Bidwell, Hutchings, Tennant, Ogle, George Lewis, Peter Pond, Reynell, Harry Baker, 'Smarty' Durman, Frank Dallas, and a crowd of other celebrities, all of whom doubtless thought they were the John L. Sullivans of the Far Eastern turf. Perhaps they were—*Quien sabe?*

* * *

I was glad glad to see Brother Hough on the job this morning. When he came out on board the "Glen" liner Merry Thought, a distinguished Austro-Hungarian, who sat on my right at that select coffee table where Jews and Gentiles are made heartily welcome, remarked (in a foreign tongue) that "the rider ought to carry the pony" and a lot of other so-called witticisms of a similar kind. I told the foreign nobleman (in Hebrew) that he was an ass, and I think he has recognised that fact. If he has not, it doesn't matter one cent.

* * *

What did Merry Thought do? Well, he galloped a mile and a quarter in 34½, 68½, 1.45½, 2.20½, and 2.54½ and he went very easily all the way and Mr. Hough was in full charge of the old moke. The same hardy horseman sent Talisman along for a mile and a half in 34½, 1.10½, 1.45, 2.19, 2.54½, and 3.30½. Talisman, so far as I can see, has only Home Guard to beat to win the Champions.

* * *

If may interest somebody to know that Duncraggan (mafoo up) easily disposed of Dunoon (late Unicorn) in a six furlongs spin which occupied 1 min. 37 secs. (fast time for a training gallop in Hongkong); and then Mr. "Punch" introduced to our notice the Shanghai St. Leger winner, Enthusiast, who seems to have gone to grief woefully of late. Capt. Thomas' Stonehenge (owner up) was galloped in company with the "sub" Choice, the former making the Derby course in 34½, 1.10½, 1.45, 2.19, 2.54½ and 3.30½.

* * *

Islander ("Punch") and Porpoise (Mr. Master) went together for a mile and a half in 36, 1.10½, 1.44½, 2.19½, 2.54½, and 3.29½. Our far famed Office Goat can at five minutes notice knock the stuffing out of this show.

* * *

Majestic, Mr Sassoon up, galloped a mile and a half in 32½, 64½, 1.39½, 2.17, 2.52, and 3.25½, which is by the far the best performance done on the Hongkong course this season. Vagrant was treated to something like a holiday, but a spin over the historical half-mile in 33 and 64, showed that the old warrior had still a bit left in him. Bold Heart (Mr. Master) and Flashlight ("Monkey") went together two miles in 36, 1.10½, 1.47½, 2.23, 2.58½, 3.35½, 4.11½, and 4.47½. There was evidently something wrong with this "pow," but whether Mr. Master knew too much or "Monkey" didn't know enough, it is not for me to decide.

* * *

Mr. Marshall, a most enthusiastic amateur from Amoy, rode Honix in a gallop with Steadfast for a mile and a quarter in 34½, 68½, 1.43½, 2.21, and 2.57. And then, singularly enough, Motor ("Jim" up) and Mervyn (Mafoo) galloped the same distance in exactly the same time. Thunderbolt went a mile and a half in 34½, 69½, 1.44½, 2.21½, 2.55½ and 3.27½ but the good looking grey finished in a sort of dead-and-alive fashion that is not suggestive of winning when the music has to be faced in real earnest.

* * *

Reciprocation and Freigraf's mile and a half gallop in 3.33 is not wo th recording; if old ponies can't do better than that, when asked to go, a fortnight before the races, they ought to be utilised for cat's meat. Hats off, please! Black Pearl, a magnificent mover although a coarse looking specimen of the Mongolian racer, ran clear away from Torchlight and Royalty in a mile and a half spin—times, 36½, 1.12½, 1.48, 2.24, 2.58½ and 3.31—and could have done much better had he been ridden out. *On dit* that Mr. Heinrich will ride Black Pearl in the Derby, *mais nous verrons!*

* * *

There was a lot of galloping done by other ponies in training, of which I have a full record, but on looking through what was done this morning, I really can see nothing, excepting Amenable's mile and a quarter in 33, 67, 1.41½, 2.17, and 2.51, which calls for special notice. Amenable, unless he goes amiss, will prove another Leander both for the Valley Stakes and German Cup. Primrose galloped a mile in 2.16½, *Khedive six furlongs in 1 min. 36 secs.*, and the other Amoy representatives went so well that I am prepared to see several races go to the sporting members of the neighbouring port.

* * *

I went down to the race-course this afternoon and saw a very racing-like bay pony, Dainty, late Rupee, go through his facings. As he was not galloped, having been recently amiss, I can't say what his actual capacity may be, but he certainly looks good enough for anything. Mr. Maclean rode Sunewind a mile spin in 35, 1.10, 1.46 and 2.19, and the "sub" Blooming Heather three-quarters of a mile in 35, 69 and 1.42.

AN OLD SPORTSMAN.

Hongkong, 11th February, 1893.

PASSENGERS BOOKED FOR CHINA.

Per Messageries Maritimes steamer *Oxus*, from Marseilles, Jan. 22.—To Shanghai: Mr. Forbes, jun., Mrs. Forbes, Misses Forbes, Capt. J. McClure.—To Hongkong: Mr. and Mrs. Humphries.—To Haiphong: Mrs. E. Rozier.

Per Messageries Maritimes steamer *Natal*, from Marseilles, Feb. 5.—To Hongkong: Mr. A. Seth.

Per Messageries Maritimes steamer *Yarra*, from Marseilles, March 5.—To Shanghai: Mrs. R. J. Ogle.

Per P. and O. steamer *Himalaya*, from London, January 6th.—To Shanghai: Mr. Stewart, Mr. P. T. Grant, Captain McLuie, Mr. and Mrs. Thompson and two children, Miss Sherwood, Mr. Ward.—To Hongkong: Mr. W. H. Pangelley, Mr. J. A. Coombe, Mr. H. Coombe, Mr. T. Grenfell, Colonel and Mrs. A. A. Baker, Mr. F. G Collins, Assistant Paymaster Belling.

Per P. and O. steamer *Carthage*, from Brindisi, January 22nd.—To Shanghai: Rev. E. J. Williams.

Per P. and O. steamer *Massilia*, from London, January 19th.—To Shanghai: Rev.—Sprent, Mr. J. Hutchinson, Mr. R. H. Sinclair, Mr. Kenworthy, Miss Kenworthy, Mr. C. H. Tricker.—To Hongkong: Mr. and Mrs. J. Taylor and infant. From Colombo.—For Hongkong: Mr. and Mrs. Edwards, Mr. F. Bowley.

Per P. and O. steamer *Clyde*, from London, January 20th.—To Shanghai: Mrs. Coulling and children.

Per P. and O. steamer *Victoria*, from London, January 27th.—From Ismailia.—To Shanghai: Dr Priestley.

Per P. and O. steamer *Oceana*, from London, Feb. 3.—To Shanghai: Rev. and Mrs. A. W. Cruttas and children. To Hongkong: Mrs. E. Wodehouse and infant, Mrs. Tillett and children. Rev. —and Mrs. Shaw and two children.

Per P. and O. steamer *Arcadia*, from London, Feb. 17.—To Hongkong: Mr. and Mrs. Wise and child, Rev. and Mrs. J. B. Ost and infant, Mr. Kenneth Mounsey. From Colombo.—To Shanghai: Rev. and Mrs Watson.

LATE TELEGRAMS.

LONDON, January 14th.

The first battalion, of the Black Watch, from Gibraltar on their way to Mauritius has also been ordered to Egypt. The increase in the army of occupation for the present will be limited to two battalions.

The second battalion, South Lancashire Regiment, now stationed at Malta, has been ordered to Egypt immediately.

The papers are unanimous in their approval of the decision arrived at by the Government. In view of the situation in Egypt, and say that the Khedive is solely to blame in the matter. The *Daily News* says that when Cairo is imperilled we are under a solemn obligation to interfere for the protection of life and property, and it is a duty that Great Britain owes to the Egyptians as well as to the Great Powers.

Callan, who was sentenced to fifteen years' penal servitude in 1887, in connection with the explosion at the Tower, has been released.

January 25th.

The Austrian press approve of the action taken by Great Britain in Egypt and predict that the Khedive, as well as the Sultan, will regret having listened to the enemies of England. The German press likewise express their approval.

The Indian troopship *Euphrates* has been stopped at Port Said and has landed the second battalion of the Devonshire Regiment pending the arrival of the battalion ordered to proceed to Egypt from Gibraltar and Malta, which battalion cannot arrive until the first week in February.

January 26th.

The Anchor Line Steamer *Arabia*, bound from Bombay to Marseilles and Liverpool, went ashore at Port Said yesterday but is making no water. Tugs were sent off at once and landed her passengers. The steamer is bumping heavily, and salvage operations are prevented owing to bad weather prevailing.

Her Majesty's troopship *Tyne* sails to-day from Portsmouth with the South Wales Borderers for Egypt. Troopship *Himalaya* embarks the Black Watch to-morrow at Gibraltar, arriving at Alexandria on Wednesday.

Reuter telegraphs to say no news messages are in yet owing to the storms near Alexandria and the consequent irregularity on the lines.

CAIRO, January 26th.

The Devonshire Regiment which landed from the troopship *Euphrates* has arrived at Alexandria. Riaz Pasha's cabinet is working cordially with the European officials. The native press continues its attacks on the British and demands the recall of Lord Cromer.

LONDON, January 27th.

Another Conference has been held at Manchester between the Masters and Operatives to consider proposals for the settlement of the strike, but it has proved fruitless.

TO FAR CATHAY.

XIX.

THE STORY OF THE MAIL SERVICE.

We have now to trace the history of the mail-service with China after the introduction of steam-communication, prior to which time, of course, John Company carried all the mail bags.

It was in 1842 that the P. & O. Company despatched their first steamer—*Hindostan*—to Calcutta, and in that year they established a regular service between Calcutta, Madras, Ceylon, Aden, and Suez; and it was about 1844, as we have related, that they vainly tried to persuade the Government to allow them to undertake a monthly service between Suez and Bombay also.

Of that route, indeed, John Company retained the monopoly down to 1854, but in the interim John advised the Government to make terms with the P. & O. for the extension of the mail-service eastward from Ceylon to Singapore and Hongkong in order to form a link of union between the India and China trades. In 1845 this extension was begun under a contract—for which there was no competition as there were no other boats then available—negotiated chiefly by John as the intermediary between the Government and the P. & O., at the rate of 17s. per mile from Suez to Ceylon, and from Ceylon to Singapore and Hongkong.

In order to overtake this new work the P. & O. built nine new steamers within the year. These were the *Ripon* (of 1,225 tons, and 450 horse-power), the *Haddington* (of 1,300 tons, and 450 horse-power), the *Pottinger* (of 1,300 tons, and 450 horse-power), the *Madras* (of 1,225 tons, and 450 horse-power), the *Bombay* (of 1,225 tons, and 450 horse-power), the *Malta* (of 1,000 tons, and 400 horse-power), the *Ariel* (of 800 tons, and 300 horse-power), the *Erin-go-Bragh* (of 800 tons, and 280 horse-power), and the *Trafalgar* (of 1,000 tons, and 400 horse-power).

The service was monthly, so we may call it just forty-seven years since direct steam communication was established with China, although, of course, there was still the break of the overland route through Egypt, and the transhipment at Ceylon. And at that time there was not a single coaling-station between Suez and Hongkong. For the service of the new Indo-China fleet, docks and arsenals had to be constructed at Bombay.

The first China mail-contract was for six years, and would, therefore, expire in 1851, but in the meantime arose that opposition to the P. & O. Company the story of which we related in the previous series of articles. Then came the Parliamentary investigation, and an advertisement for tenders for a new contract, to begin in 1851, for a fortnightly service with China (as well as with India) and a bi-monthly extension from the China line to Sydney. The competitors for this contract with the P. & O. were the Eastern Steam Navigation Company (of which we shall have something to say presently) but as this concern only tendered for half the proposed service, and as they had no ships ready, the contract went to the P. & O.

The rate this time was only 6s. 6d. per mile, and when a petition was lodged against the allocation of the contract on the alleged ground of unfairness, the then Chancellor of the Exchequer was enabled to reply that the tender of the Eastern Steam Navigation Company was at the rate of 8s. per mile. In justifying the action of the Government he added: "It appeared to me also that, however, unwilling I might be to throw discredit upon a rival and a young establishment, the securities for the efficiency of the service offered by the Peninsular and Oriental Company were considerably preferable to those offered for the service by the dearest company."

The operation of this contract was suspended during the Crimean War, as the company's steamers being needed for troops, only one despatch per month could be maintained with China. Visitors to the Chelsea Exhibition of 1891, may remember in the P. and O. Kiosk a painting of the steamer *Kipon* leaving Southampton in 1854 with troops for the Crimea. That was the year, too, in which John Company surrendered the Bombay service to the P. and O.

It was not until 1857 that the fortnightly China line was resumed. The contract terminated technically in 1861, but was carried on by mutual agreement until 1866, although at reduced rates. In the meantime the China line had been extended from Hongkong to Shanghai, and a mail connection was, for the first time, formed with Japan.

The subsidy had been brought down to about 4s. per mile, when in 1866 the Government gave notice on their part of the termination of the contract.

Another Parliamentary inquiry was now held into the subject of the Eastern mails, and the Committee reported in favour of a continuance of a fortnightly service with China and Japan, although they recommended a weekly service with India *vid* Bombay. The only tender sent in upon this was that of the P. and O. Company, which asked a lump subsidy of £500,000 for the whole services *en bloc*. Then followed negotiations and that curious compromise which led to the quarrel between the Post Office and the P. and O., as related in "The Race to India." It ended in the conclusion of the fourth India and China conjoined contract, for twelve years at an annual fixed subsidy of £450,000, covering both the inter-China connections and the branch to Japan.

This brings us down to about 1869, by which time a new disturbing element began to appear in the Suez Canal. The P. & O. China passenger and mail service was severely affected by the opening of this waterway, which they were precluded, by the terms of the mail-contract, from using by their steamers.

The misfortune of the P. & O. was the opportunity of the Messageries Maritimes—or Messageries Imperiales, as it was then—whose early history we have already traced. Like the P. & O., the Messageries Company had to subordinate their mail and passenger to Government transport-service during the Crimean War, and it was the demands made upon them by this war that caused the large and rapid development of the fleet. When peace came, the Messageries Company had far more steamers than they could employ on the lines which were in working order when the war broke out, so instead of selling the surplus vessels, they began to establish new lines—both to the Levant and Black Sea, and westward across the Atlantic to Brazil and the River Plate.

These new lines, however, and the duplication of the Algerian and other near-home services, did not suffice to fully occupy the immense fleet under the Messageries flag—a fleet which in 1857 numbered 54 vessels, aggregating over 80,000 tons. Negotiations were, therefore, entered into with the French Government, which in 1861 granted a concession to the Messageries Company of the sole right of carrying the French mails to India and China.

This was the beginning of a new competition with the P. & O., which up to this time had had a practical monopoly of the steam trade with China. The Messageries connection now extended very rapidly, and within the next ten years the fleet was increased by more than one-half. Then they began to build in France (instead of, as heretofore, in England) magnificent screw-boats on the lines of the P. & O. vessels. By the year 1875 the Messageries Company had the following screw-boats constantly employed on the China, Japan, Batavia, Mauritius, and India lines:—

	Gross tonnage.	Nominal horse-power.
Anaydr	3,671	600
Iraouaddy	3,471	600
Hooghly	2,820	500
Tigre	3,017	500
Provence	2,524	500
Donnai	2,524	500
Pei-Ho	3,050	500
Ava	3,050	500
Meikong	3,050	500
Sindh	3,005	500
Amazons	3,005	500
Melnan	1,380	280
Mensalah	1,592	280
Tanais	1,584	280
Dupleix	1,380	280
Volga	1,502	280
Godavery	1,432	280
Newa	1,035	370

This development is not so remarkable as that of the P. & O. and other British Companies, for the Messageries Company enjoyed many special privileges, became practically a national concern, and at the time of its China and Japan developments was receiving about double the mail subsidy that the P. & O. received. What, however, helped in a remarkable degree to speed the Messageries Company in the race to India and Far Cathay was the opening of the Suez Canal, which this Company quickly obtained the permission of the French Government to use for the mail-service, while our Post Office Department obstinately insisted on the P. & O. rigidly adhering to the letter of the contract, which provided for the conveyance of the bags to Alexandria in one steamer, their transport overland, and their re-shipment by another steamer at Suez.

The mails might be forced that way, but goods and passengers would not, so that the Messageries and the new lines benefited, while the P. & O. suffered, because our Government did not approve of the Canal.

Had this mulishness continued the P. & O. would, of course, have been ruined—handicaped out of existence. But at last glimmerings of reason began to reach St. Martin's-le-Grand. Negotiations were opened, and the Department tried to persuade the company to submit to a large slice being taken off the subsidy in return for permission for the mail-boats to pass through the Canal. This wasn't good enough, but in return for this concession the company offered to adopt higher speed and to deliver the China mails one day sooner than the contracted time.

The Government, however, would not give way, neither would the company, and the dispute went on for two years. Meanwhile, the company hit upon the happy dodge of sending the boats through the canal and the mail-bags overland, by which they effected some saving, while still adhering to the letter of the contract.

Finally a new contract, although at £20,000 less subsidy, was signed in 1874, by which the P. & O. gained the full use of the canal for all their services, and were enabled to address themselves vigorously to meet the new conditions of competition. This, however, was only an amending contract, and in 1878 new tenders were advertised for, with stipulations for still higher speed than had yet been attained.

Several of the new lines competed for the Indian portions of the contract, but only the Ocean Steamship Company competed with the P. and O. for the China service. Finally the contracts were again conjoined and placed with the P. and O. at an annual subsidy of £360,000, for eight years from 1st February, 1880. In 1886, when renewal was in prospect, the Ocean Company again competed, but again unsuccessfully, and the P. and O. have retained the China mail-contract until now. Thus they have held it from the very first, but whereas in 1837 the contract was to deliver the mails in Shanghai in 45½ days, they must now be delivered there in 37½ days, and are on the average two or three days within contract-time.—*Fairplay.*

THE FRENCH MAIL DISASTER.

The steamship *Nizmen*, belonging to the Messageries Maritimes and running between Calcutta and Colombo, was lost on the Ceylon coast on the night of the 21st January, as reported briefly in three columns at the time. A Ceylon paper of the 24th says:—

The *Nizmen* foundered at 10 p.m. on Saturday night (21st). The shaft broke at 9.30 a.m. on Saturday making a huge hole in the tunnel through which the water rushed in. The pumps, after working a few hours, got choked. The Captain took the vessel into five fathoms of water and anchored. The boats were lowered and the 1st Lieutenant and another officer sent to Trincomalie for assistance. At 8 p.m. that night the vessel was found to be sinking fast while the passengers were at dinner. They had to rush on deck and then to the bridge, and at about 10 p.m. got into the boats, in which they remained the whole night. The passengers complain of the captain's conduct. The boats were not provisioned nor supplied with water and had no rudders. They were in charge of only the seamen and no officers. One lady, Madame Olanger, wife of the Company's Agent and the French Consul at Madras, was drowned through the upsetting of a boat near the shore and was buried on the beach. She was on her way to Java to see her son, who is a magistrate there. The passengers' luggage was washed ashore, but nobody was placed there by the captain to look after it. The passengers lost everything they had. They landed yesterday morning at daybreak and walked to Mootkur, about 25 miles, where they arrived last night thoroughly exhausted. Mr. Nevill, who left for the scene yesterday, and was at Mootkur when they arrived, rendered every assistance. The passengers and crew arrived here this afternoon. The former are accommodated at the Resthouse and the latter at the Courthouse. Cargo and mails are lost.

The *Nizmen* was an iron screw brigantine, built at La Ciotat in 1865, of 1,814 gross tons and 391 tons net register. Her dimensions were 310·5 feet in length, 32·1 feet in breadth and 23·9 feet in depth. Her engines consisted of two cylinders 62½ and 16½ inches and of 280 horse power, her engines having been supplied by the builders.

THE CURIOSITIES OF AUDIT.

(From Sydney *Sunday Times*.)

The revelations made in the criminal courts during the recent prosecutions of directors and auditors of sundry exploded financial institutions are quite enough to set people enquiring how such false balance-sheets could be presented to the shareholders without either connivance, or criminal negligence amongst the officials. When, however, we find day by day reports of irregularities and inaccuracies in the accounts of municipal institutions, in many cases extending, it is alleged, over a series of years, we are tempted to doubt whether audited accounts are to be accepted at any time as reliable. There are two ways which may reasonably be supposed to explain this unsatisfactory state of things—the one that the system of book-keeping is faulty, and the other that auditors merely verify the arithmetical accuracy of the figures put before them, and note that they correspond with the entries in the books. Of course there is another, and that is in the dishonesty or criminal negligence of the auditors themselves, but cases in which such a charge can be truthfully made must be, comparatively, very rare. The chief answer, no doubt, is that unqualified persons are selected as auditors, not owing to their lack of honesty, but to their incapacity to detect fraud when skilfully managed by an adept at juggling with figures. Any one who happens to attend a preliminary meeting at the formation of some minor company knows well enough with what rapidity the election of all provisional officers is knocked off, and how supremely indifferent the bulk of the shareholders are as to the result of the election. Some trifling heed may perhaps be given to the election of directors, but no one thinks that of the auditors worth a thought. It is no better in municipal elections. Nine-tenths of the ratepayers barely know the names of the aspiring candidates, and if they do give the matter any attention, they accept the opinion of some person outside the booth whom possibly they do know. In any case qualifications for the duty go for nought. If any ratepayer is at all anxious in the matter he is perfectly satisfied to learn that the candidate has had some experience of book-keeping in a store, and that he is a clerk of some kind or other, or that at some period of his life he was. This is but poor recommendation, it is true, but it is, perhaps, a higher one than the majority of "budding" auditors are able to muster. We can readily understand, therefore, how it comes to pass that the officer in charge of the books of the institution, if he be a smart rogue, can completely mystify such people as these and pass his balance-sheets triumphantly when they are full of errors. It simply baffles comprehension how many of these defaulters manage to carry on peculation for years, and go undetected when the standing rule is that for every payment or receipt they must exhibit a voucher. In an inquiry which recently took place into the defalcations of an official, which extended over a considerable period, a professional accountant discovered in the receipt-book a number of butts on which the word "cancelled" was written, and the municipal auditors appear to have been perfectly satisfied with the assurance of the clerk that he had destroyed the corresponding receipts. It need hardly be added that it turned up in due course with a considerable sum marked in the corner which had been embezzled. Of course, we are not prepared to say that auditors who pass such excuses as these are in anything but a minority; but we do confidently assert that five-sixths of them know nothing whatever about their duties, and, cheerfully accept the instructions and sign any documents the official choose to put before them. As far as the shareholders in a private company are concerned, they have a right to elect whomsoever they please to check their finances, and if the people they select know nothing about the duty, they have themselves to blame; but it is quite another matter with municipal and other bodies subsidised by the State. At least the latter has a right to protect the body politic. If it needs two persons to audit public accounts, at least the Government ought to appoint one. It is moreover a serious question whether some further enquiry ought not to be made into the qualifications of those who advertise themselves as professional accountants with a view of testing their general business capacity as well as their incidental. In one of the recent trials we had the sworn testimony of two standing firms of chartered accountants that they flatly refused to certify to the accuracy of a balance-sheet, and yet two other persons were found who, it is to be charitably inferred, took such an unbusiness-like view of the matter as to append their names to a certificate of accuracy affecting a palpably false statement. Already we have had, remper in the air that the Government mean to take steps for the protection of the public by carefully analysing the position of any incipient financial institution before granting registration, and it occurs to us that it might reasonably go further than this and refuse to accept the half-yearly abstract of assets and liabilities which the Statute compels them to file with the Registrar-General unless the accuracy of the statement is verified either by one of their own officers or some firm of accountants who hold satisfactory credentials. As regards the amateur auditor, the less we hear of him in public for the future the better.

OF DAMAGED MEN.

You can see any day, in the streets of any city, men who look damaged—men, too, of good original material, of who started out in life with generous aspirations. Once it was said that they were bright, promising lads; once they looked happily into the faces of mothers whose daily breath was a prayer for their purity and peace. Going to the bad the spell of evil companionship; the willingness to hold and use money not honestly gained; the stealthy, seductive, plausible advance of the appetite for strong drink; the treacherous fascination of the gambling table; the gradual loss of interest in business and in things which build a man up; the rapid weakening of the whole body; a depletion of the general strength and vitality; the struggle for existence and the worry and turmoil of life breaks up the vital strength and hurries many a man into an untimely grave. First symptoms are numerous, headaches, nervousness, failure of appetite and indigestion, and various other signs. All are forerunners of some impending serious physical complication. Recourse had to a rational medicament such as Clements Tonic always removes all signs of disease, restores the action of every impaired organ, increases the appetite and aids digestion, thus ensuring a healthy organism and granting the afflicted a new lease of life. "For several years I have been steadily declining in health, suffering from nervous prostration, dizziness and unnatural expectoration, flushed face after meals, sleepless night and headache, as if a great weight was over my head. The action of the kidneys was defective, and I often suffered severely from the swelling of the legs, a circumstance from which very serious consequences were apprehended. I retired recently from the proprietorship of the Albion Hotel, Bourke-street, Melbourne, owing to my ill-health, and hoped that complete rest would effect a material change for the better, and that I would be able to spend my declining years with more comfort; but my health was not benefitted in the least until Clements Tonic was brought under my notice. A short course so improved my condition that it suppressed all nervousness, subdued all my pain, greatly increased the flow of urine; and I consider Clements Tonic "a remedy without a rival." GEORGE STREADMAN, Melbourne.

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

To-day's Amertisements.

HONGKONG AMATEUR ATHLETIC SPORTS.

NOTICE.

A MEETING will be held in the V. R. C. GYMNASIUM, on MONDAY, the 13th instant, to arrange about the above Sports. All Persons interested are requested to attend.

A DENISON,
Hon. Sec., H.K. Athletic Club.
Hongkong, 11th February, 1893. [222

"UNION" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"ST. ASAPH,"

Captain Wood, will be despatched for the above Ports on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, 11th February, 1893. [184

"UNION" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLEBRO', HAMBURG AND STRAITS.

THE Steamship

"ST. ASAPH"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all claims must be sent in to the Office of the Undersigned before NOON on the 18th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 17th inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th inst., will be subject to rent.

Bills of Lading will be countersigned by
SHEWAN & Co.,
Agents.
Hongkong, 11th February 1893. [214

For Sale.

THEY LEAD THEM ALL,

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, Califor i.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS & Co.,
Commission Merchants,
No. 30, Water Street,
Yokohama.
Yokohama, 12th August, 1892. [26

FOR SALE.

FRESH BREAKFAST SAUSAGES ..... } 35 cents per lb.
AUSTRALIAN CORNED BEEF ..... } 12 " "

Several Boys and Cooks waiting for engagements.

O. M. ANDERSON,
23, Lee Yuen Street East,
A few doors from Messrs. Carmichael & Co.
Hongkong, 21st January, 1893. [123

FOR SALE.

THE GOOD S. S. "PEKIN" and S. S. "KWONG-MO."

For Particulars apply to

SUI KEE CHAN,
53, Bonham Strand West.
Hongkong, 14th November, 1892. [37

FOR SALE.

THE SCHOONER "MONTIARA,"

AS SHE NOW LIES IN KOWLOON BAY.

Length ..... 75 feet.
Beam ..... 17 feet.
Depth of hold ..... 7½ feet.
Registered Tonnage ..... 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May, 1892. [30

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26". The Crank Shaft is 6¾" dia. at the Crank pin and 7" dia. at the Journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May 1892. [31

Amertisements.

THEATRE ROYAL.

CITY HALL, HONGKONG.

LAST NIGHT,
THIS EVENING
(SATURDAY), the 11th February.

UNDER THE PATRONAGE OF
H.E. Sir WILLIAM AND LADY ROBINSON.

GREAT SUCCESS

FREEAR'S

"BLACK DIAMOND MINSTRELS."

80 PERFORMERS.

By kind permission of Lieut.-Colonel RAVENHILL and the OFFICERS of the SHROPSHIRE LIGHT INFANTRY, a Contingent of the BAND will be in attendance.

POPULAR PRICES:—$2 and $1.

Soldiers and Sailors in uniform half price to Second Seats.

Doors open at 8.30 P.M. Overture at 9 P.M., promptly.

Plan and Tickets at Messrs. KELLY & WALSH, Limited.

A PERCENTAGE OF THE PROCEEDS WILL BE GIVEN TO A LOCAL CHARITY.

FOR FULL PARTICULARS SEE BILLS, PROGRAMMES, &C.

Hongkong, 11th February, 1893. [197

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FOKIEN,"

Captain Davis, will be despatched for the above Ports on TUESDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 11th February, 1893. [223

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Harris, will be despatched for the above Ports on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 11th February, 1893. [224

Auctions.

PUBLIC AUCTION
OF
DRAPERY AND OUTFITTINGS.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION
ON
TUESDAY, the 14th February, 1893,
commencing at 2.30 P.M.,
at his SALES ROOMS, DUDDELL STREET.

THE REMAINING PORTION OF A QUANTITY OF GENTLEMEN'S DRAPERY.

Comprising:—

A CHOICE LOT OF COATINGS and DIAGONALS in SUITABLE LENGTHS, SCOTCH and WEST OF ENGLAND TWEEDS, HOMESPUNS, SERGES, FLANNELS in SUIT LENGTHS, TROUSERINGS, UNDERSHIRTS, HOSIERY,

&c., &c., &c.

Also,

A QUANTITY OF
LADY'S DRAPERY.

The above will be on view on Monday next P.M.

TERMS OF SALE.—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 10th February, 1893. [221

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES.

The Rates for BOARD and LODGING during the—Winter—Months,—from—November—1st—to March 31st, have been reduced as follows:—

One person, one month	$50.00
Married couple (occupying one room) per month	85.00
One person per day	2.50
Married couple per day	3.50

For full particulars apply to
VICTORIA HOTEL.

Hongkong, 25th October, 1892 [814

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May 1892 [480

WINDSOR HOTEL,

(in Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors.

Charges from $2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board; by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, 23rd August, 1892. [25

THE BOA VISTA HOTEL.

BISHOP'S BAY, MACAO.

THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East.

Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands.

Hot, Cold, Showe and Sea Water Baths. Large and well Ventilated Dining, Billiard and Reading Rooms, and ta well supplied Bar.

A small Dairy is attached to the premises,

MRS. MARIA B. DOS REMEDIOS,
29] Proprietress.

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO,
Manager.

Hongkong, 1st September, 1892. [27

HAURNSTEIN'S HOTEL,

AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,
Proprietor.

Amoy, 1st September, 1892. [28

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET,
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1892. [966

Intimations.

CARMICHAEL & Co., Ld.

GENTLEMEN'S DRESS SHOES and DANCING PUMPS.
WHITE CAMBRIC TIES with NECK STRAPS.
WHITE KID GLOVES in all sizes.

PORPOISE HIDE LACED BOOTS AND SHOES.

Knickerbockers, Knitted Stockings for Shooting, Cycling, or Golfing, Hand Knitted Scotch Fingering Wool Socks,

3 Double Barrelled Fowling Pieces to be cleared at very reasonable prices.

CANADIAN DAIRY PRODUCE.

CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.

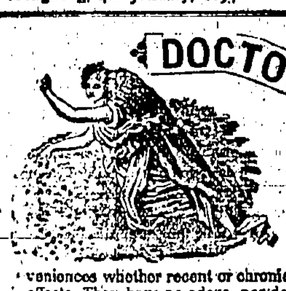
Hongkong 9th January, 1892. [52

W. BREWER.

RENSHAW'S Tennis Shoes; Buckskin Tops and Stained Hide Tops.
Gentlemen's Dancing Pumps.
Ladies' Evening Shoes.
Children's Walking Shoes in great variety.
Ball Programmes.
Menu Cards, Guest Cards.
Invitation Cards.
Letts' Diaries for 1893.
North China Anglo-Chinese Date Blocks.
Christmas Numbers of Truth and Yule Tide.
Howard & Co. Dance Annual, 40 cents.
Phillip and Page's Dance Annual, 40 cents.
Enoch's Dance Annual, 40 cents.
Comic Albums and Comic Songs, a large selection.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 4th January, 1893. [40



DOCTOR CLERTAN'S SANDAL PEARLS

SANDAL PEARLS

which are highly approved by the parisian Academy of Medicine, contain the pure essence of Sandal, enclosed in a thin transparent gelatine envelope which is perfectly soluble and digestive. They possess a proved efficacy in cases of inflammation, Scalding's, catarrhs and contagious discharges.

Dr Clertan's Sandal pearls cure all those inconveniences whether recent or chronic, in two or three days, without leaving any ill effects. They have no odour, nor do they in any way affect the digestive organs, which so frequently occurs with all similar preparations.

Every bottle is genuine, bears Dr CLERTAN'S signature.

See that the label on each bottle bears the address, 19, rue Jacob, Paris. Sold by all chemists.

Agents in Hongkong:—

A. S. WATSON & Co., Ltd. DAKIN BROS. OF CHINA, Ltd.

Notice to Consumers

The PREPARATIONS of

L. LEGRAND ORIZA-PERFUMERY

11, Place de la Madeleine, PARIS
Formerly 207, Rue Saint-Honoré

ORIZA-OIL, EGG-ORIZA, ORIZA-LACTÉ, CRÈME-ORIZA
ORIZA-VELOUTÉ, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:
1° Their manufacture is supervised with the greatest care;
2° Their qualities are unalterable and their perfumes sweet.

As, in order to profit by their great reputation, the Oriza preparations have been counterfeited

we warn Consumers not to let themselves be deceived.

THE GENUINE PREPARATIONS are sold by all respectable Perfumers and Druggists.

Illustrated Catalogue sent from Paris post-free.

PRIVATE BOARD AND RESIDENCE,
STAINFIELD'S—1, QUEEN'S ROAD EAST,

VACANCIES for GENTLEMEN or MARRIED COUPLES at Moderate Terms.

MRS. STAINFIELD,
Proprietress.

Hongkong, 31st December, 1892. [49

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board and Table Accommodation. Apply to

Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 9th November, 1892. [36

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.
Sole Agents for PATEK PHILIPPE & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.

10, QUEEN'S ROAD CENTRAL,
73] Opposite the Telegraph Office.

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [632

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watche awarded the highest Prize at every Exhibition and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES
No. 8, Queen's Road, Central. [633

Masonic.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 13th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 4th February, 1893 [194

PERSEVERANCE LODGE OF
HONGKONG, No. 1,165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 9th February, 1893 [210

To be Let.

TO LET.

ONE LARGE FRONT ROOM, 1st Floor, Praya Central, 16.
Apply to
LAUTS, WEGENER & Co.

Hongkong, 6th January, 1893. [71

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

ROOMS TO LET.

FOR OFFICES and for CHAMBERS on the Ground and First Floors of the HOTEL facing Queen's Road and Pedder Street. With immediate entry if required.

For particulars, apply to
R. LYALL,
Secretary.

Hongkong, 8th December, 1892. [39

TO LET,
WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.

Also,

Two Large AIRY ROOMS on the Top Floor of above,

Apply to
DAKIN, CRUICKSHANK & Co., LTD.,
Victoria Dispensary.

Hongkong, 2nd August, 1892. [32

TO LET.

NO. 6, QUEEN'S ROAD (lately occupied by Atack).
No. 4, SEYMOUR TERRACE.
No. 49, POTTINGER STREET.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 9th February, 1893. [33

TO LET.

NOS. 5 & 8, KNUTSFORD TERRACE, KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 6th February, 1893. [201

TO LET.

NEW HOUSES in RIPON TERRACE—Bonham Road, near Breezy Point.
No. 4, BLUE BUILDINGS.
FLOORS in Blue Buildings.
OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Malbys & Co.)
GODOWN, No. 1A, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.
Nos. 4, 5 & 6, VICTORIA VIEW, Kowloon.
FLOORS No. 5, Shelley Street.
No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank in Liquidation.
No. 10, OLD BAILEY STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 31st December, 1892. [34

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Rio de Janeiro ..Saturday, 18th Feb.
China (via Honolulu).....Tuesday, 21st March.
Peru.....Saturday, 8th April.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA, on SATURDAY, the 18th Feb., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent
Hongkong, 8th February, 1893. [2

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION-MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.

No. 7, Praya Central,
HONGKONG,

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION for the
BOTTOMS OF IRON and STEEL SHIPS,

HARTMANN'S GREY PAINT for coating the insides of STEEL SHIPS.

MOTOR LAUNCHES PATENT DAIMLER.

DAIMLER INDUSTRIAL MOTORS.

TRAMWAYS, COACHES and FIRE ENGINES.

LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS to Board of Trade Rules.

ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

CARDIFF, AUSTRALIAN and JAPAN COALS, supplied at the shortest notice to Steamers at lowest market rates.

Hongkong, 21st October, 1892. [99

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic.....Tuesday, 28th Feb.
Belgic.....Thursday, 30th March.
Oceanic (via Honolulu)...Tuesday, 18th April.

THE Steamship
"GAELIC"
will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 28th February, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Fall, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through tickets issued to Passengers booking to Europe or to Overland points, are good for transportation across the America, Continent, *viâ* the Union Pacific Railway System only.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 9th February, 1893. [2

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

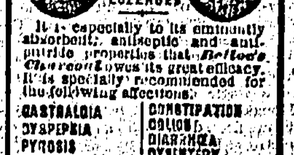
CONSULTATION FREE.

Hongkong, 27th July, 1892. [24

THE "MANDARIN" RAZOR.

FOR a most comfortable, remarkably easy, luxurious and delightful shave, use ARBENZ'S celebrated Mandarin Razors, with interchangeable blades, fully warranted. They are the best, most reliable, easiest and cheapest high class Razors known. Thousands of unsolicited testimonials! Can be had direct from the maker, A. ARBENZ, BIRMINGHAM, Introducer of the original and only genuine "Gem Air Guns;" or from DAKIN, CRUICKSHANK & Co., LTD., The Victoria Dispensary, Chemists and Druggists, Queen's Road.

BELLOC'S CHARCOAL
POWDER AND LOZENGES
Approved by the Imperial Academy of Medicine of Paris



It is especially to its eminently absorbent, antiseptic and antiputride properties that *Belloc's Charcoal* owes its great efficacy. It is specially recommended for the following affections:

GASTRALGIA	CONSTIPATION
DYSPEPSIA	COLICS
PYROSIS	DIARRHŒA
ACIDITY	DYSENTERY
DIFFICULT DIGESTION	CHOLERINE
CRAMPS IN THE STOMACH	

Detailed instruction accompany each bottle of powder and box of lozenges.

Agents in Hongkong:—
A. S. WATSON & Co., Ltd.
DAKIN BROS. OF CHINA, Ltd.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma	Tuesday	February 14th.
Flintshire ...	Tuesday	March 14th.
Victoria.....	Tuesday	April 4th.
Tacoma	Tuesday	May 2nd.

THE Steamship
"TACOMA,"
Captain J. Hill, sailing at Noon, on TUESDAY, the 14th Feb., will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 19th January, 1893. [4

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of India.	Wednesday	Feb. 22nd.
Empress of Japan	Wednesday	March 22nd.
Empress of China	Wednesday	April 12th.

THE R. M. S.
"EMPRESS OF INDIA,"
Lieut. O. P. Marshall, R.N.R., Commander, sailing at Noon, on WEDNESDAY, the 22nd February, 1893, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares.	Prepaid-urn. 4 mos.	Prepaid-urn. 12 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.	225	338	394
Port Townsend, Seattle, Tacoma, Wash.			
Portland, Ore., San Francisco			
Banff, Calgarry, Alba	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo	295	443	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.			
Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Niagara Falls, N.Y.			
Kingston, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.	310	465	543
Washington, D. C., Boston, Mass., Portland, Me.			
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
E. HOLLOWAY,
General Agent.
Office, Pedder's Street.

Hongkong, 25th January 1893 [5

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER. Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1881. 66

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings,

Hongkong, 10th June, 1887. [9

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